

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Goerlitz Railroad Station	DATE DISTR.	14 January 1955
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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1. A double-track line has been completed to the main railroad station at Goerlitz from which 500 to 600 m. sidings have been laid, enabling four 120-axle transports to be shunted off into sidings. The line from Goerlitz main station to Weinhuebel, which originally ran through the customs station, has been taken up and now runs underground for about 300 to 400 m. to avoid the crossing on a main line. 25X1
2. Buildings for customs and station staff have been completed, but are not occupied.
3. Civilians have been evicted from three houses situated directly on the customs station grounds, and frontier guards and some Russians have moved into them.
4. The customs station is bounded to the north by the Bahnhofstrasse and to the south by the Sattigstrasse, and is enclosed by a high wooden fence which runs the entire length of the railroad premises on both sides of the station along the street. The station can only be seen from a bridge located by the houses occupied by the frontier guards, who appear to pay no attention to anyone looking at the railroad from there. The bridge is guarded.
5. The newly built viaduct is approximately 300 m. long with 23 arches. It cannot be observed because of a 2 m. high wooden fence which runs from the above mentioned bridge, around the blockhouse where Russian guards are housed, and through the park. The extent of this fence could not be established. Immediately beyond the fence is a raised bank on which sentries stand. The only view point is from the bridge, approximately 350 m. away.
6. The lines to and over the viaduct are double-tracked, are still unused and continue to the Polish frontier station Meusel. There 5 or 6 branch lines have also been laid. There are two signals on the viaduct - one at the Polish and one at the German end.
7. To the north of the viaduct is a bridge over the Neisse for pedestrians and road

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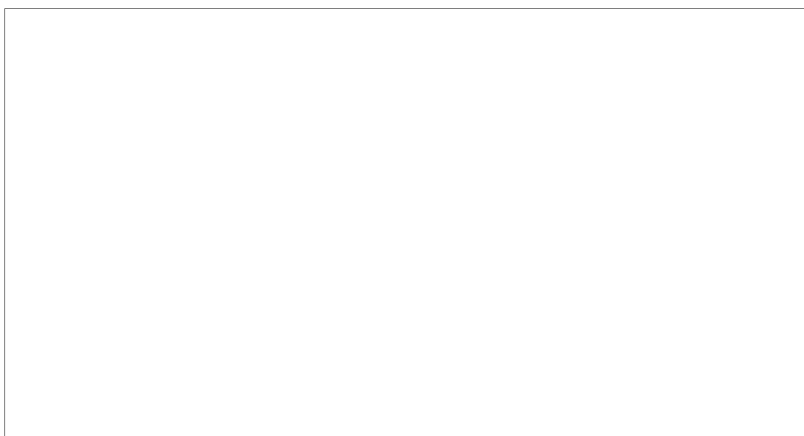


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traffic, guarded by Germans and Russians on the one side and Polish sentries on the other. During a period of two hours' observation, no traffic passed over this bridge.

8. To the south of the viaduct is the above mentioned railroad from Goerlitz to Weinhuebel (in direction Zittau). New lines have also been laid in Weinhuebel. In addition to these, there are two old tracks leading from the station directly to the grain silo, a newly erected 8-10 story building. A station building is also located here and, opposite to it, the administrative buildings of the silo company.

9.  the double-tracked line in the section Muscheln-Kruppa (Merseburg-Muscheln stretch) would be open for use on 31 October 1954. It is not known how far these double tracks have been extended.



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